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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Complete and Complete
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NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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CALIBRE 7.65 m.m.
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Hongkong, 6th March, 1907. 42

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CARLOWITZ & CO. Agents.
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all Sizes and Sizes.
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JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 577

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Hongkong, 27th November, 1907. a1384

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Hongkong, 1st April, 1904. [397-1

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WM. PARLANE, Manager.
Hongkong 18th November, 1907. 42

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Dining accommodation for 300 Persons
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel
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Electric Lifts to each Floor.
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Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, and NO EXTRA.
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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. a233

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ELECTRIC LIGHT, Hot and Cold Water
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putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
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STANDING in its own grounds with Tennis
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Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour; Terms moderate.
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Hongkong, 4th December, 1907. a40

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Reasonable Rates.
Under the Personal Superintendence of
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HAS been re-opened under European
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as to food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (the Sai An and Sai Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
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For Terms, apply
THE MANAGER.
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INTIMATION



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Guaranteed to contain 20 per cent. of Pure
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**A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

Hongkong, 13th March, 1908.

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should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the
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MARRIAGE.

On March 7th, at Shanghai, THOMAS WILLIAM,
son of the late William Pollock, I. M. Customs,
Ningpo, to JEANIE MILLER ALEXANDER.

HONGKONG OFFICE: 10A, DES VES (X ROAD)
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 14TH, 1908.

On the next page we reprint an interesting
article sent to the Times by its Shanghai
correspondent. At home it will be read as
indicating that the Chinese are now absorbing
"western thought and ideas," the
presumption being that the bulk of these
are new and quite foreign to China. That
is true only of a small proportion of western
thought and ideas—most of the ideas worth
anything being universal, if we except the
more barbarous tribes whose mentality has
not developed far beyond thoughts of
prouding creature comfort. It seems a
little too much to describe education,
history, geography, political economy and
the art of government, philosophy, &c., as
"subjects hitherto generally undreamt of in
Chinese philosophy." Military science has
been neglected in China, not because it was
"undreamt of," but because Chinese
philosophy put it on a plane of unworthi-
ness. Hygiene, perhaps, and the materialist
sciences are new, but taking the general
literature mentioned as now in strong
demand, we may say that much of it merely
presents in their foreign dress ideas
already familiar in China. The inability
of a polygamous people to under-
stand the "love stories" of monogamous
races is explicable enough, and does not
prove the suggested mental antipathy of
East and West. The Orientals who have
once obtained the clue to the puzzle probably
appreciate our romances as well, at least, as
Occidentals appreciate the Eastern epith-

lism in the "Song of Solomon." The
Chinese literati have always respected
history; that it is mainly foolish history, of
the "dry bones" or mythological kind, does
not alter the main question. The popular
history still taught to Western children is
no better, King Alfred and the cakes, King
Canute and the tide, and so on, being no
more useful than the marvellous heroes
of Chinese history. Chinese geographies
are also still extant, and remind us
forcibly of European geographical essays
of a few centuries ago. In "the art
of Government" it is questionable if we
can teach the Chinese anything at all, in
theory at least. We, as well as they, are
still far short of the glory of the ideals.
As to philosophy, the most striking thing
about the modern pursuit of it is to find
how closely in agreement are the philoso-
phers of widely separated peoples, and if a
competent sinologue were to go through
all Western philosophy, underlining every
passage and proposition that has its parallel
in Chinese literature of the same order, we
fancy there would be very little left to
figure as exclusively Western. We must
get rid of the idea that we are far ahead
of China in the matter of thinking out the
meaning of life and the art of it. At the
same time, we are entirely in sympathy
with the writer who would find more
discrimination in the choice of western
writings to be translated for the Chinese.
In Europe we would be no worse off for a
"burning of the books." There is an im-
mense flood of matter written and printed
for no higher purpose than that of enabling
thoughtless folk to "pass the time," and as
it is produced by grossly imperfect thinkers
for those who will not think, it is actually
doing a great deal of social harm. Hitherto,
China has escaped this. China has a mass
of really valuable literature, but familiarity
seems to have bred contempt for it. At any
rate it seems to have lost its vitality as a
moving force. An adage crystallising a good
idea, somehow never seems to strike people
so much as the same idea freshly presented,
and Mr. DYER BALL has pointed out how
wise Chinese sayings are often misunderstood
and misapplied, merely because they have
become commonplace of speech, rather than
factors for reflection. It was interesting
the other day to hear a Shanghai China-
man, started by the blue sparks from the
train wire, crying, as he ran away, a well
known saying, to the effect that "a single
spark will set a whole village on fire."
That saying originally was designed to
affect conduct in quite other and more
usual circumstances, but it is questionable
if it ever does. We have equivalents for it,
but how many of us apply it in our daily
conduct toward our fellows, to prevent us
from the smaller lapses that may have
great consequences, unforeseen, but inevit-
able and serious? China already has a good
enough and full enough working philosophy
to cover all contingencies, providing she
could have her desired isolation, and pro-
viding she brought practice up to precept.
The chief difference between East and West
seems to be that the West does not hanker
after isolation, and consequently it has
learned to keep many of its ideals for con-
templative purposes, modifying its conduct
to suit the conditions in which it continually
finds itself rubbing shoulders with others.
So it is not so much "Western thought,"
that China needs to absorb, as Western
practice, if she wants to keep up with the
procession.

The seventeenth plague case was recorded
yesterday.

Last night "The Dairymaids" was produced
by the Bandmann Opera Company to a delighted
audience in the City Hall.

The dead body of a child was picked up in
Alban Street, Wanchai, on Thursday. Death
had been due to smallpox. Dumping is not so
common as it was some time ago.

From Saigon there arrived yesterday 31
undesirable who will be deported in a day or
two. Another lot came up from Singapore the
other day and were yesterday passed on.

The gardener at the Protestant Cemetery
prosecuted a coolie at the Magistracy yesterday
for damaging trees and flowers at the Cemetery.
He was fined \$7 or 14 days' imprisonment by
Mr. Hazlewood.

Inspector Brett of the depots charged a
Chinaman at the Magistracy yesterday with
importing diseased meat into the Colony and
also with killing a pig in a house at Yauwai.
He was fined \$75 for each offence. The same
officer also charged two Indians with keeping
their cowsheds at Matakok in a dirty condition.
They were fined \$50 each.

The Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals acknowledges, with
thanks, the following donations to the funds of
the Hospitals:—

Hastings and Hastings	...	\$25
E. L. Krass	...	10
A. B. C.	...	10
J. Leung	...	10
A. Buz	...	5

The Hon. Dr. Ho Kai's second term of office
on the Legislative Council expires on the 24th
inst., and it is understood that representations
will be made to His Excellency the Governor to
have the senior member for the Chinese
nominated for a third term.

Mr. and Mrs. Somerset Playne left yesterday
for Shanghai, in which port Lloyd's Greater
Britain Publishing Company, Limited have
been at work for some two or three months.
The editorial staff are preparing to leave
in a week's time, the work of compilation in
Hongkong being now almost completed.

Richard Simmons, who was shortly before
the Police Court on a charge of theft and has
since his liberation from prison been living
near Bowring Canal in the house of a
man who has befriended him, appeared
before the magistrate yesterday on other
charges of theft. When his friend returned
home the other night he missed a quantity of
clothing, valued about \$35 and noticed that the
bottle of whisky which he had left in the house
was profusely empty. As Simmons had dis-
appeared suspicion naturally fell upon him and
the police came upon him on Thursday in
the Happy Valley. He admitted the theft
and explained that he was drunk through having
partaken of the whisky which he found in the
house. Sentence of six weeks' imprisonment
was passed upon him.

Last night an official dinner was given at
Government House to meet Rear Admiral
Cooper. The following guests were invited:—
Mr. and Mrs. Gok, Miss Sibs, Mr. H. Sibs,
Mr. G. Wier, Mr. and Mrs. Muller, Admiral
Sir Arthur Moore, Captain Thurbury, H.M.S.
"King Alfred," Commodore and Mrs. Stokes,
Commander Dannreuther, H.M.S. "Kent,"
Commander Campbell, H.M.S. "Bedford,"
Commander Caperton, U.S.S. "Denver,"
Captain Yamakuchi, H.L.J.M.S. "Isami,"
Captain and Mrs. Vaughan Lee, H.M.S.
"Astrea," General Broadwood, Captain Hart
Synnot, Major Evans, 13th R. Rifles, Mr. E.
Litter von Zach, Dr. and Mrs. Voretsch, Dr.
and Mrs. Bell, Mr. and Mrs. Henry Humphreys,
Mr. E. D. Liu, Mr. and Mrs. Brewin, Mr.
Fletcher. The German Admiral was accom-
panied by Captain Warmbach, Captain Freiherr
von Dalwick, Flag Lieutenant Freiherr von
Dornberg (three staff officers). Mr. and Mrs.
Niedhardt, Mr. and Mrs. Sibs, Captain Smith
H.M.S. "Monmouth" were unable to attend.

The orchestral concert which we previously
foretold, in aid of the Kowloon Home for Blind
Children, takes place in St. George's Hall to-
night (Saturday) under the patronage of
H.E. the Governor. Rear-Admiral Cooper
has graciously permitted the band of H.M.S.
"Fuerst Bismarck" to attend. Seats may be
engaged at the office of the Robinson Piano Co.
The programme is as follows:—
Introduction to the 3rd Act of the Opera
"Lohengrin".....Wagner.
Hungarian dances Nos. 5 and 6.....Brahms.
(a) String quartette
"Love's dream after the Ball".....Strauss.
"Paisiello Polka".....Schumann.
(b) Intermezzo "Cavalleria Rusticana".....Puccini.
Songs by the children of the Blind Home
"Stille Nacht".....German Christmas-song.
"Glorious Song".....German Christmas-song.
Overture to "The Willing".....Romaine.
Pilgrims' chorus and Song to the Evening star
"Tannhauser".....Wagner.
Hoffmann's Tales
chatswaller from the Operette
"Der Zigeunerbaron".....Strauss.

By kind permission of Major E. W. R.
Stephenson and Officers Commanding, the band
of the Third Battalion "The Duke of Cam-
bridge's Own" (Middlesex Regiment) will play
the following programme of music, during
dinner, at the Hongkong Hotel, this (Sat-
urday) evening, 14th March 1893.
March....."Distant Greeting".....Goring.
Three Valces (a) "Chanson de mon coeur".....Joyce.
(b) "Sphinx".....Popy.
(c) "Amour passager".....Pedro-de.
Zulueta
Selection....."Utopia Limited".....Sullivan.
Ave Maria....."Don Juan".....Bach and Gould.
Overture....."The Merry Widow".....Strauss.
Folk....."Dragoons".....Farrbach.
Selection....."A Country Girl".....Monckton.
Characteristic Piece "A Virginia Sideshow".....Rosenfeld.

Regimental Marches.
God bless the Prince of Wales.
DINNER MENU.—Hors d'Oeuvres—Eggs and
Anchovy Canapés. Soup—Or Tail Fish—Fillet
Cutlets and Fiquante Sauce. "Entrées"—Braised
Leg of Lamb and Haricots Beans, Fillet of Beef
and Mushrooms, Veal and Ham Patties. Curry—
Brrawn. Joint, &c.—Roast Ribs of Beef and
Horseradish, Roast Capon and Celery Sauce.
Boiled Australian Bacon and Bangers, Cold Roast
Wild Duck and a Heerlot Salad. Sweet—Tapioca
Pudding, Marshmallows Ice Cream and Finger Cakes.
Apple Tart. Topsy Cake Dessert—Coffee, Fruit.

FIRE AT WEST POINT.

As briefly mentioned in our issue of yesterday,
a big fire occurred at West Point on Thursday
night by which five godowns were gutted and
their contents of tea, matting and tar destroyed.
The alarm was not conveyed to the Fire Bri-
gade until some time after seven o'clock and then
every available man and available apparatus was
employed. The two steamers were out (one
from West Point and the other from the
Central), as well as the fire boat and six
hydrants were in use. Even then the firemen
found it impossible to quell the outbreak. The
flames had completely enveloped the buildings,
the roofs had partly collapsed, and the configura-
tion threatened to spread to the large godowns
at the rear abutting on Queen's Road which
were filled with valuable goods. However the
brigade succeeded in preventing the flames from
spreading beyond the five godowns and though
over 100 tons of the contents were burnt the
fire has not yet exhausted itself. As a matter
of fact the fire will not likely be completely ex-
tinguished in less than a week's time and the
brigade will have to be in attendance for several
days yet. The godowns belonged to Chinese
owners whose loss, it is understood, is covered
by insurance. The damage is estimated at
\$30,000.

TELEGRAMS:

[DAILY PRESS EXCLUSIVE SERVICE.]

ANGLO-JAPANESE ALLIANCE.

Tokyo, March 13th.

Count Hayashi entertained the
British Embassy to dinner in com-
memoration of the Anglo-Japanese
Alliance. In proposing the toast of
the Alliance Sir Claude Macdonald
read a message from the London
Government expressing confidence
in the strength of the Alliance.

Count Hayashi, in reply, emphasised
the effectiveness of the agreement and
referred to the benefits derivable from
the agreements with France and
Russia.

[REUTERS SERVICE.]

THE BRITISH NAVY ESTIMATES.

London, March 11th.

Mr. Asquith in the debate on the Navy
Estimates, explicitly declared that, if by
next year, we found there was a reasonable
probability of the German building pro-
gramme being carried out, we would pro-
vide for such building as would prevent
German superiority. This, Mr. Asquith
said, was the policy of the Government; it
would remain on record and ought to
reassure the House that Great Britain does
not intend to be left behind.

THE MACEDONIAN QUESTION.

London, March 11th.

Sir Edward Grey has submitted to the
Powers, a proposal for the appointment of a
Governor General of Macedonia, either a
Christian or a Mussulman, for a term of
years with the consent of the Powers. Most
of the Powers regard the proposal as
impracticable.

THE HAMSTEAD COAL MINE
DISASTER.

London, March 11th.

The searching parties have found 13 dead
bodies; there is no evidence of any survivors
and hope is abandoned.

THE MACEDONIAN QUESTION.

London, March 11th.

Signor..... railway projects must be regarded as an
essential point of the reforms in Macedonia.
He denied the existence of a dangerous
crisis in the European concert.

[N.O. Daily News Service.]

THE "TATSU MARU."

THE QUESTION OF TERRORIST WATERS.

Tokyo, March 7th.

In Chinese circles heretofore it is insisted that the
Lisbon Treaty concedes to Portugal the shore-
port only of Macao, being different therein
from the Weihaiwei, Kiaoow or Tientsin
agreements, which leave the neighbouring
waters as well as the littoral to the respective
Powers concerned. The question of the nau-
gling of arms depends on the preparations made
by the "Tatsu Maru" for the discharge of her
cargo.

It is reported that the freedom of action
claimed by Japan has no ground of reason before
a careful investigation of the whole case is
finished.

Tong Tin, a coolie, was charged at the
Magistracy yesterday with armed robbery at
Tai Hang village. Defendant, who is supposed
to be a cook at the Cotton Mills, with another
man placed a bamboo outside a house in the
village named. They climbed, broke the
window and entered the house which was
occupied by a woman and a child. They
threatened to kill her if she made a noise and
as she was frightened she gave them \$50. Not
satisfied with this they tore the gold bangle off
her wrist and another off the child's wrist, and
as they were leaving they threatened what they
would do if she made a noise. To emphasise
their meaning one of them brought his chopper
down on her arm and out it severely. Prisoner
was remanded for a week. His accomplice
has not yet been captured.

The Oranow paper "Swiat Slownaki" con-
tains an interesting interview by a Polish
publicist Pototsky, with a German whose name
is not given, but who is qualified, according to
Mr. Pototsky, to speak authoritatively for his
countrymen. This German declared that "the
Germanisation of Prussian Poland will be one
of the problems of the near future. That
Germany will consider about her further move-
ment eastwards. It is clear that the
German nation, increasing within the empire,
as it does, at the rate of one million souls a
year, must seek new lands. This is for us a
vital question. Germany's development
will be eastwards, and will in course of time
reach the Danube, the Don and the Volga.
The Russian element, incapable as it is of
making progress, will be pushed back into the
steppes of Asia, where I am afraid, however,
that the awakening Asiatics will make
things hot for it; the German Empire will
absorb all central and a considerable portion of
eastern Europe. It is a law of nature that
the stronger nations must swallow the weaker,
and nobody can alter this law."

THE GOVERNMENT AND THE
SANITARY BOARD.

It is satisfactory to note that the Bill which
the Government has brought forward to amend
the Public Health and Buildings Ordinance is
receiving the attention it deserves alike from
the Chinese and the Europeans whose interests
are concerned. By the time the Bill comes up
for a second reading the Government should
have the benefit of valuable expressions of public
opinion in regard to the most debatable pro-
visions of the Bill.

So far as the larger question of public control
of the work of the Sanitary Board is concerned,
nothing has yet been done which, by any
stretch of the imagination, can be considered
alarming to the Government. Can it be that
the community has changed with the times? A
dozen years ago the Government's refusal
to accept the recommendations of the "Sanitary
Commission in this regard would have
elicited, in less than a week, a more striking
manifestation of disapproval than has yet
been given. The suggestions which the Com-
mission made were, a dozen years or so ago,
distinctly encouraged as aid by the Colonial
Office. Can the Government be blamed, then,
if it assumes in the absence of any popular
agitation on the subject, that the old aspirations
of the community are dead and buried, and that
the alternative proposals put forward by the
Government in place of those advanced by the
Commission have the silent support of the
community?

It may be objected that it is hasty to draw
such a conclusion yet. The Chamber of Com-
merce is convening a meeting for the election
of a member of the Legislative Council to
occupy the seat temporarily vacated by the
Hon. Mr. E. A. Hewitt, and this will doubtless
offer the occasion for an expression of public
opinion on the subject. When the Chamber of
Commerce last expressed an opinion on a ques-
tion of this character the plebiscite was
overwhelmingly in favour of more effective
public control. Whether the leading
Chinese who are preparing to discuss the
Bill will venture to ventilate their views on
the subject of quasi-municipal government
remains to be seen, and when it is seen
it may have an important bearing on the
discussion of the matter in the Legislative
Council.

It is well that the community should once
more have the pros and cons of the question
put before them.

Mr. Shelton Hooper, as a member of the
Commission, wrote as an appendix to the
Report a valuable historical review of the
demand for a more effective control of the
affairs of the Colony, but he omitted to include
in it the Colonial Office approval to which
allusion has been made in the opening para-
graph of this article. Reference is made to
this dispatch now not only because it gives
official sanction to the aspiration which the
Sanitary Commission voiced, but also because
it was in answer to a petition signed by nearly
400 members of the Legislative Council—the
Hon. Mr. H. E. Pollock, K.C., and the Hon.
Dr. Ho Kai. That petition, presented to the
House of Commons in 1894, prayed for re-
presentative government in Hongkong, and
Lord Ripon, who was Secretary of State for
the Colonies at the time, wrote a despatch in
which, after discussing the demands for in-
official representation on the Executive Council
and increased representation on the Legislative
Council, concluded as follows:—

"With regard to the institution of a Muni-
cipal Council, I frankly say that I should like
to see one established at Hongkong. But there
appear to be two practical difficulties in the
way. The first is the present crisis. I am
not prepared to sanction any important
change of administration, until the future is
tolerably clear and until the necessary mea-
sures for protecting the health of the Colony
have been finally decided upon and brought
into operation. Then, in a clear field, it may
be possible to create a municipal body with
some prospect of success.

"The second difficulty, to which allusion
has already been made, is that of separating
Municipal from Colonial matters. I am not
confident that that difficulty can be overcome,
nor am I confident that a municipality would
be welcome to, and work harmoniously with,
the military authorities. Still it is possible
that the Sanitary Board might be developed
into a satisfactory Municipal Council control-
ling all or some of the revenues which is now
derived from rates. Whether any scheme of
the kind is feasible I would ask you carefully
to consider at your leisure, and in the mean-
time you are at liberty, if you see occasion to
do so, to give publicity to this despatch."

Presumably the Governor (then Sir William
Robinson) did carefully consider the matter,
but the despatch in which His Excellency
communicated his views to Downing Street
was not published. There are indications,
in subsequent despatches from the Colonial
Office that those views were definitely adverse
to any scheme of the kind, for the Lord Ripon
in the Colonial Office, remarking two years
later on the absence of a Municipal Coun-
cil in Hongkong, observed: "It seems
impracticable to alter this state of things
for this reason among others: that the
Colony and Municipality would be in great
measure co-extensive, and it would be almost
impossible to draw the line between Colonial
and Municipal matters." Therefore, in Mr.
Chamberlain's opinion, the most practical
course was to recognise that the Colonial
Government was discharging Municipal duties
and that on that account representatives of the
citizens might fairly be given a place on the
Executive.

It has to be said however, for the recommenda-
tion of the Sanitary Commission that no carefully
prepared scheme was ever before submitted to

the Government showing in Lord Ripon's
words how "the Sanitary Board might be
developed into a satisfactory Municipal Council
controlling some of the revenue
which is now derived from rates." That
scheme is fairly entitled to consideration on
its merits. Since its publication it has
been favourably commented upon, and gen-
erally regarded as a good scheme; but it
can be more profitably debated now that
His Excellency has publicly stated the reasons
for its rejection.

The public have been told that the Governor
has simply swallowed the advice of the Colonial
Secretary and the Director of Public Works,
and the excuse has kindly been made for him
that his residence in the Colony has been brief
and he could not therefore be expected to have
a perfect grasp of the situation. And as the
Governor's office work does not obtain the
same publicity as his social engagements
there may be some who have adopted this
as readily as the Governor is assumed to
have adopted the views of his advisers. But
is it conceivable that any Governor—and
especially Sir Frederick Lugard, who cannot
be accused of any want of sympathy
with the public aspirations—would venture to
pronounce judgment on an important question
of this character, forced upon his personal at-
tention in the way this has been, without giving the
fullest and most impartial consideration to
the arguments on both sides? It is common
knowledge that the consideration both of the
evidence given before the Commission and the
Report based upon it have occupied a
very large portion of His Excellency's
time since his arrival in the Colony,
and the hasty, not to say impudent, suggestion
that His Excellency has no mind of his own
on the question may at once be dismissed.

It has to be recognised that there are
arguments—and weighty arguments—against
the establishment of even a quasi-Municipality
in the Colony, and though the preponderant
voice of the Community has in times past been
in favour of it, the opposition has not emanated
entirely from the officials. Mr. J. J. Kewick
and Mr. E. R. Bellier, while members of the
Legislative Council, wrote strongly against the
idea. But many years have since passed and
ample excuse exists for a reconsideration of the
matter. In a further article we shall consider
the scheme of the Commission and the Govern-
ment's alternative proposals.

LOCAL SPORT.

CRICKET.

The following will represent the Kowloon
C.C. "A" team on the Kowloon ground, King's
Park, to-day at 1.15 p.m., against an Eleven from
Watson & Co., Ltd.:—S. Moore, C. W. Jeffries,
W. Edwards, D. Purvis, T. Chee, S. Lightfoot,
J. P. Robinson, H. C. Clements, C. E. Libaud,
and two others.

HONGKONG CRICKET CLUB.

A return match will be played to-day against
the "Navy" on the Hongkong Club's ground
represented by the following players:—Messrs.
R. Hancock, H. Hancock, W. C. D. Turner,
T. E. Pearce, A. A. Claxton, H. B. Makin, E.
A. Fowler, E. H. Hinde, F. H. H. Stevens, P.
Jacks and W. F. Brewer.

ORANGEGOWNS V. R.G.A.

This match will take place to-day, at 2.15
p.m., on the Orangegowen ground. The follow-
ing will represent the Orangegowen Club:—
L. E. Lammeret (Capt.), R. Baas, A. O. Brown,
H. L. Maederon, G. L. Hancock, G. Evans,
E. Irving, B. Pestonji, L. A. Ross, M. E.
Anger, and Dr. F. H. Kew.

HONGKONG CRICKET LEAGUE.

LEAGUE TABLE.

The following is the table up to date:—

CLUB.	Played	Won	Lost	Tied	Points	Net run rate
Orangegowen	15	11	3	1	8	57.14
R. G. Artillery	14	9	4	1	5	38.6
Telegraphs	13	8	5	0	3	29.07
T. E. Police	14	8	6	0	2	14.28
Kowloon	16	8	8	0	2	14.28
Civil Service	14	6	5	3	1	9.00
Hongkong "A"	15	4	6	2	4	33.33
3rd Middlesex	13	3	10	0	10	28.50
Departmental Corps	16	3	13	0	10	62.50

HONGKONG REGATTA.

The programme for the Hongkong Regatta
has now been arranged and, as considerable in-
terest has been aroused in the event, there is
little doubt that the meeting of the 28th inst.
will be very successful. The Wanchai course
will be used, and in addition to the usual rowing
races there is likely to be two sailing races.
The entries, which should be lodged with
Lieutenant-Col. Brooke R.E., close on the 22nd
instant.

R.G.A. SPORTS.

These sports were continued at Kowloon
yesterday afternoon in presence of a good
attendance of spectators. Results:

100 yds. race—1, Gr. Evans; 2, Gr. Kornick; 3,
Gr. Greenwood.
Putting the weight, H.K.S.B.—1, Ahmed
Khan; 2, Olla Khan; 3, Karam Olla.
Hundred yards race—1, Gr. Carter; 2, Bomb
Cast; 3, Gr. Thomas. Half mile race H.K.S.B.—
1, Akbar Khan; 2, Lal Khan; 3, Sheer Khan.
Sergants race 120 yards, handicap—1, Co.
Sergt. Major Wray; 2, Sergt. Turner; 3,
Sergt. Costello.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to Mr. MAWSON.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P.M.S., 5th St. Libby's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

If any Account with the undersigned has not yet been settled the same must be sent to the CONSULATE OF DENMARK at Shanghai within the 31st inst., after which date no Claims will be recognized.

CARL W. SMITH & CO.

Canton, 12th March, 1908. 544

TENDER: WANTED.

TENDERS are invited from Local Firms for SUPPLYING STEELWORK in connection with the proposed new building of the Hongkong Hotel.

Apply to: PALMER & TURNER, Hongkong, 14th March, 1908. 545

ST. GEORGE'S HALL.

GRAND ORCHESTRAL CONCERT,

In Aid of the Home for Blind Children.

KOWLOON.

BY THE BAND OF S.M.S. "FURST BISMARCK"

By kind Permission of Rear-Admiral R.A. COMPTON, K.C.V.O.

TO-NIGHT (SATURDAY), 14th March, at 9.15 P.M.

Plan at THE ROBINSON P.I. NO. CO. LD. Hongkong, 14th March, 1908. 546

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship "HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports on TUE. DAY, the 17th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPEL & Co., General Managers, Hongkong, 13th March, 1908. 543

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 16th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 13th March, 1908. 16

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"VORWAERTS"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 20th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Hongkong, 13th March, 1908. 3

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL MEETING of the Members will be held on TUESDAY, the 17th March, 1908, at 4.30 p.m. in the Old Chamber of Commerce Room, City Hall, to nominate a Member to fill the place of the Hon. E. A. HEWITT during his absence from the Colony.

Notice in writing of the names of Candidates, and of their Proposers and Secondors, to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 12th March, 1908. 531

P. & O. S. N. CO.

NOTICE.

UNDER instructions from the General Manager, Mr. F. J. ABBOTT, will be in Charge of the Company's business at this Port during my absence from the Colony on leave.

E. A. HEWITT, Superintendent, Hongkong, 9th March, 1908. 503

INTIMATIONS

TRANSLATED NOVELS (some illustrated). Catalogues of books, etc., sent free, or with sample, 2nd. (letter postage).—A. DE SAULLE, 20, Rue de la Michodière, Paris, 1234

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER will be held at the Hongkong Hotel TO-NIGHT (SATURDAY), 14th March at 8 o'clock p.m.

Devonians wishing to attend are requested to send their names to M. S. NORTHGORE, Hon. Secretary, Care of Hongkong Club, Hongkong, 6th March, 1908. 490

NOTICE.

WILL Dr. McLOSKY, whose present address is unknown to the Advertiser, communicate with the COMPASS DEPARTMENT, JESSEN & CO., Hongkong, 12th March, 1908. 530

NOTICE.

PLEASE take Notice that the next address of LLOYD'S GREATER BRITAIN PUBLISHING CO., LTD. is 12, NANKING ROAD, SHANGHAI.

SOMERSET PLAYNE, Manager.

Hongkong, 11th March, 1908. 519

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to: "R. R." Care of "Daily Press" Office, Hongkong, 13th November, 1908. 359

YUEH-HAN RAILWAY CO., LIMITED.

TENDERS are invited for the SUPPLY of the following CEMENT in Iron Casks with wooden ends:—

10,000 CASKS ALSEN.

5,000 CASKS SATURN.

Specification of same will be given to any who intends to tender by applying to the Engineer-in-Chief's Office, Canton.

Tenders will be opened on the 21st inst. at 3 P.M. in the Railway Head Office, Canton.

The Company is not bound to accept the lowest or any tender.

YUEH-HAN RAILWAY CO., LD. Canton, 9th March, 1908. 521

NOTICE.

TENDERS are invited for the following AUSTRALIAN HARDWOOD SLEEPERS:—

MURRY RED GUM

RED MAHOGANY

WHITE MAHOGANY

GREEN BOX

YELLOW WOOD

BLACK BUTT

WHITE STRINGY BARK

RED STRINGY BARK

TURPENTINE

BLUE GUM

QUANTITY:—80,000.

Size:—8 ft. by 9 in. by 5 in.

Delivered at end of July and balance August, 1908 c.f.i. Wongsah Railway Wharf.

Tenders must be accompanied by \$500 and will be opened at Railway Head Office at 2 P.M. on 21st of March, 1908. Specifications and Form of Tender will be sent to any who desires to tender by applying to the Engineer-in-Chief's Office, Wongsah, Canton.

The Company is not bound to accept the lowest or any tender.

THE YUEH-HAN RAILWAY COMPANY, LIMITED.

Canton, 7th March, 1908. 505

NOTICE.

TENDERS are invited for the SUPPLY of Three Thousand Tons of 83 lbs. TEEB RAIL of American Standard Section and fastenings of both American and European manufacture to be delivered alongside of Railway Wharf at Wongsah not later than the end of August. Blue prints of Rail Section and Specification of same will be given to any who intends to tender by applying to the Engineer-in-Chief's Office, Wongsah, Canton.

Tenders will be opened in the Railway Company's Head Office, Canton, on the 1st of April at 2 P.M. All tenders must be accompanied by 500 dollars.

Tenders in Hongkong Currency nett will only be accepted. The Company is not bound to accept the lowest or any tender.

THE YUEH-HAN RAILWAY COMPANY, LIMITED.

Canton, 7th March, 1908. 108

SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Clarendon Street.

The Government Lime-washing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.10 per floor on application being made to the Secretary of the Sanitary Board.

G. A. WOODCOCK, Secretary, Dated this 2nd day of March, 1908. 539

PUBLIC COMPANIES

GEO. FENWICK & CO., LIMITED.

THE NINETEENTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held in the Hongkong Hotel, THIS DAY (SATURDAY), 14th day of March, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and electing a Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th until 14th instant, both days inclusive.

By Order of the Board of Directors, JOHN I. ANDREW, General Manager, Hongkong, 14th March, 1908. 491

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on SATURDAY, the 21st March, 1908, at 7 o'clock for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 18th March to SATURDAY, the 21st March, both days inclusive.

SEEWAN TOMES & CO., General Managers, Hongkong, 6th March, 1908. 492

THE CHINA-BORNEO CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on THURSDAY, the 26th March, 1908, at 11.30 A.M., to receive a Statement of Accounts to the 31st December, 1907, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th March, both days inclusive.

J. WHEELEY, General Manager, Hongkong, 8th March, 1908. 504

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTIETH ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Agents on THURSDAY, the 26th March at No. 1, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th March, both days inclusive.

JARDINE, MATHESON & CO., LD., General Agents, Hongkong, 7th March, 1908. 500

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents, on THURSDAY, the 26th March at No. 1, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th March, both days inclusive.

JARDINE, MATHESON & CO., LD., General Agents, Hongkong, 7th March, 1908. 501

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

LOST.

FIVE CERTIFICATES of 100 Shares each, standing in the Register of this Company in the name of CHOYE SUN have been LOST.

Serial No. 1801—60001/60100—100 Shares

" " 1802—60101/60200—100 "

" " 1803—60201/60300—100 "

" " 1804—60301/60400—100 "

" " 1805—60401/60500—100 "

500 Shares

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 500 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & CO., General Managers, Hongkong, 21st February, 1908. 406

HONGKONG CLUB.

NOTICE.

THE THIRTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the HONGKONG CLUB, payable on TUESDAY, the 31st March, 1908, will be held at the Hongkong Club House, at 11 o'clock A.M. on THURSDAY, the 19th March, 1908.

Bearers of Debentures are invited to attend the Drawing.

By order, C. H. GRACE, Secretary, Hongkong, 10th March, 1908. 515

NOTICE.

HOOSAIN-ALI & CO. beg to inform their Customers and the Public that a REAL CLEARANCE SALE at Cash Lowest Prices will be held in their Establishment from the 2nd to 14th March.

Inspection is cordially invited.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 2nd March, 1908. 457

PRIVATE BOARD AND RESIDENCE

MRS. G. L. ANDERSON

"CLEARANCE"

3 & 4, Kennedy Road, Hongkong, 9th February, 1907. 1580

ENTERTAINMENT

THEATRE ROYAL.

MAURICE E. BANDMANN

HENRY DALLAS

AND THE

BANDMANN

OPERA CO.

TO-NIGHT

Saturday, Mar. 14:

The most Amusing Musical Comedy

"A CHINESE HONEYMOON,"

From the Strand Theatre, London.

MONDAY, TUESDAY and WEDNESDAY, March 16th, 17th and 18th.

For the first time in Hongkong. The Present London Craze.

"THE MERRY WIDOW" ("Die lustige Witwe")

Prices: \$3, \$2, and \$1.

Seats can be booked at Messrs. MOUTRIE & CO'S, Hongkong, 13th February, 1908. 511

WANTED

HOUSE WANTED.

WANTED by 1st May for 6 Months a SMALL HOUSE FURNISHED at the Peak.

Apply to: "BOX XII" Care of "Daily Press" Office, Hongkong, 12th March, 1908. 529

WANTED.

FIRST CLASS MAN to SELL largest and strongest line of SATEENS made in America. Must cover large territory. Write full particulars, experience, references, and territory covered. Liberal Commission paid.

SCHARLIN BROS., 389, Dupont Street, San Francisco, U.S.A. 518

WANTED.

A First-class SHORTHAND REPORTER to Permanent position and Good Salary.

Apply to: "BOX 222" Care of "Daily Press" Office, Hongkong, 3rd March, 1908. 469

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August, 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents, Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907, £17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500

II. FIRE FUNDS... 8,386,720 19 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1146

CLEARANCE SALE.

WE are holding a Cheap Sale to Clear part of our old stock, for 14 days only, from 4th to 10th March, comprising:—

Glass-ware, Crockery, Enamel, Electro-Plated Ware, Marble Closets, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats, Soap, Table Cloths, &c., &c., must be sold to make room for new and complete stock.

Reduction on above mentioned Goods, of 25 per cent. cash on delivery.

A. T. YOK & CO., 26, Des Vaux Road, Hongkong, Hongkong, 4th March, 1908. 483

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Pockets, Sets, &c. &c.

AND All other Philatelic Goods

CALL AT: GRACE & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 11

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE

COMFORTABLE & AIRY BEDROOMS

Situated in close proximity to the Harbour and Railway Station.

BEST WINES and LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DONALDSON, Proprietor, M. MATTHEW, Proprietor.

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Yunnan, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KONIGLICHE BERGHAUPT (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DISKONTO-GESAMLSCHAFT

DEUTSCHE BANK

S. BERNHARDT & CO.

BERLINER HANDELS-GESAMLSCHAFT

BANK LUTER HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & CO.

MANDELSSOHN & CO.

M. A. VON ROTHSCHILD & SOHN

JACOB S. H. STERN

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPENHEIM, JR. & CO., KOBLENZ

BAVARISCHE HYPOTHEKEN UND WECHSEL-BANK, MUNICH.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON; THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT

DIREKTION DER DISKONTO-GESAMLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS repaid on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHL, Manager, Hongkong, 4th December, 1907. 24

THE CHART

BUYING AGENTS WANTED

FOR CROMIL MACHINES for spraying White wash, Disinfectants, etc. Rescuing Valves, Bending Tubes, Rods, etc. Wood Trimmers, Hand Power Shaping Machines, superseeding chisel and file, and many other Specialities fitting a ready sale to Factory, Launderies, Steamship and Estate Owners, etc. Liberal terms.

Apply with references and particulars, CROSLER STEPHENS & CO., 489, Newcastle-on-Tyne, England.

KEATING'S POWDER

KILLS BUGS FLEAS MOTHS BEETLES
TINS & BOTTLES ONLY.

Fever Dietary.

Owing to its easy absorption, LEMCO is of great value in fever cases. Doctors recommend it by itself and mixed with milk.

LEMCO has proved over and over again to be the only food a patient could retain, and we have letters from numbers who have practically lived on it till strength to digest more solid food returned. It is absolutely pure and safe.

The genuine Liebig Company's Extract.

LEMCO

SANTAL MIDY

These tiny Capsules—superior to Copaluba, Cubebis, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE (CHAPOTEAU)

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAU, 8, r. Vivienne, Paris

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, you will find that the use of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, because of this being undoubtedly the best and most reliable remedy for all blood diseases. It is the only one that cures skin and blood diseases permanently.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCURF, SORE THROAT, RASHES, SPOTS, BLACKHEADS, PIMPLES, ULCERS, ITCHING, DISEASES OF THE SKIN AND BLOOD, and SORES OF ALL KINDS. It is a safe and permanent remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE.—This mixture is pleasant to the taste and is warranted free from anything injurious to the most delicate constitution of either sex. From infancy to old age, and the Proprietors, thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE. Mr. F. E. Lewis, 48 Bridge Street, New, Chester. "I had a skin eruption for seven months, and many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to you for your wonderful 'Clarke's Blood Mixture'."—June 31, 1902.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

CLARKE'S BLOOD MIXTURE and beware of worthless imitations and substitutes.

FUNNELS AND FLAGS.

It is said that there is no safer place than a railway carriage. It is an open question, however, whether it is not nearly or quite as safe to be in a passenger steamship. The Liverpool Steamship Owners' Association estimate that during the past twenty-five years upwards of 7,000,000 persons have passed through that port on voyages to or from countries out of Europe. The majority of these voyages were made across the North Atlantic, in one direction or the other, and out of the 7,000,000 passengers only forty-one lost their lives from sea perils. The figures are astonishing, even for a port which boasts the finest passenger ships in the world. It may be added that the vessels which have carried this huge number of passengers belong, almost all of them, to the members of the association.

The Chamber of Shipping was expected to discuss the question of the Canal dues. It appears that the whole of the first cost of the shares which Lord Beaconsfield bought for Great Britain had, with interest at 3½ per cent., been repaid out of dividends received before the end of 1899. Since then the country has received another £7,654,000, three-fifths of which has been paid in dues by British ships using the canal. Some shipowners say that the country is making over a million a year at the expense of its shipping which trades to the East and to Australia. The difficulty of course, is to see how the Canal charges can be cut down without hurting the feelings and the pockets of the French shareholders. It has been suggested that the British Government might allow a rebate of canal dues to British ships, but it would be very difficult fairly to regulate a rebate satisfactorily.

The Liverpool Steamship Owners' Association, inaugurating the "conference" system in their annual report, bring out some important facts. They show that upwards of three-fourths of the total foreign trade of Liverpool is carried out by regular lines of steamers, sailing at fixed dates to particular ports. Moreover, the proportion is growing. It is pointed out that it is only possible for these lines to give regular sailings and fixed rates of freight in return for regular custom, and that the history of the port affords the means of judging whether or not it has been to the interests of the shippers of cargo to guarantee this regular custom, or to take the chance of getting ships as and when they want them.

The "piano" system, as applied to shipping, is not generally understood. A Sunderland firm of shipowners, who have decided to lay up part of their fleet, have been explaining what the term means. They say that a vessel can be bought under the instalment system, just like a piano. "A man has a few thousand pounds and he orders a ship and pays by instalments. The builder is really a banker, and the unfairness of it is that this kind of purchaser gets his ship for the same price as the man who pays cash down. By this piano system the shipping trade has been overworked, and those who control such vessels must keep them running, no matter what freights are offered. At the moment, new ventures of the same description must be comparatively rare.

To young men in search of a career, the comparatively new notion of training salvage officers at an early age seems worth attention. In the past the practice has been to select experienced captains for the work. Now the view is that the sooner people begin to specialise the better. Some experience is required, of course, but the salvage officer of to-day must also be a trained engineer, capable of using all the up-to-date appliances which lie at hand.

An impression has grown up that British Colonies possess few steamship enterprises of note. Such a view is certainly not borne out in the case of New Zealand, from which Dominion there comes a report of the annual meeting of the Union Steamship Company. This Colonial organisation possesses a fleet of fifty-eight steamers, totalling 121,140 tons, and has five other boats of 2,539 tons, either en route from or building in England. Eleven of them are twin-screw steamers, and three are turbines. This New Zealand company is, in fact, the pioneer in Australasian waters, so far as the turbine is concerned. It is ready, so Sir James Mills states to provide a 15 or 16 knot mail service to Vancouver, using 6,800 to 8,000 tons of coal for the purpose. This New Zealand company paid 8 per cent. last year, with a bonus of 2 per cent., so that well-managed Colonial shipping can evidently be made to answer.

Having appointed an advisory committee under the Merchant Shipping Act of 1906, Mr. Lloyd George seems determined to find plenty of employment. All sorts of subjects have already engaged the attention of the committee, and now it has been invited to conduct an inquiry with reference to the manning of ships. Some of the British Colonies have adopted a manning scale, according to which the number of hands carried on a ship is regulated according to her tonnage of by sea and land rule of that type. Mr. Lloyd George has wisely refused to accept the principle of a manning scale. On the other hand, the committee seems a little in doubt as to what is expected of it. Its shipowning members contend that those who say that there is undermanning should produce specific cases. They maintain that it is not their business to establish a negative.

Strange are the uses to which certain craft are eventually destined to be put. At Dundee just now there lies a three-masted steam yacht, named the Cornelia, which is about to be fitted out for an employment wholly unlike that for which she was originally built. Her future work will be to convey live salmon from the Labrador coast to this country. For this purpose an immense tank is to be constructed, in which the fish will be kept on each trip something like twenty-five to thirty tons of live fish. It is considered that the vessel will be able to make the passage from Labrador to the West Coast of Scotland in about a week, and discharge in sound condition, at a depot to be built for their reception, cargoes of excellent fish.

A new company, called the Royal Holland Line, has been established at Amsterdam, for the development of navigation under the Dutch flag, and more especially for the creation of a regular mail service between Holland, Brazil, Uruguay, and the Argentine Republic. The capital has been fixed at 20,000,000 fl., and is to be gradually issued. A strong and representative board has been formed. The company has taken over all the business of, and the contracts entered into by, the Zuid-Amerika Line, and will have Messrs. Walsworth Bros. and Co., of 21, Fenchurch-street, as London agents.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Charante, Lait Charant and Special Skin Tonic and Poudre Charant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

YOUR WHITE FACE IN THE GLASS.



NEED OF BLOOD. PALE GIRLS ARE MADE ROSE, WEAK GIRLS ARE MADE STRONG, BY DR. WILLIAMS' PINK PILLS.

READ THE CASE OF THIS GIRL IN BURMA. Anaemia—weak watery blood—is a dangerous ailment. When neglected it leads to consumption, the disease of wasting to death—in all its stages it means misery, because among its most common symptoms are dyspepsia, palpitations, loss of appetite, cold hands and feet, a tendency to fainting, nervousness and often great depression, disagreeable dreams, and those other troubles of which women only speak to one another.

The great remedy for Anaemia, even when it has gone so far as to become "Decline" or early Consumption, is Dr. Williams' Pink Pills for Pale People. These Pills have cured thousands of girls and women—and men too—of Anaemia, and of all the complaints arising therefrom. What the sufferer fastest wants is some good red blood, and these Pills are the ideal blood medicine, because they not only cleanse the blood, but they make blood—strong, healthy, rich blood, which, circulating through the system, soon restores all the organs to a vigorous healthy condition.

Talking not long ago about the merits of Dr. Williams' Pink Pills as a blood tonic medicine, a well-known Magistrate in Mandalay, Burma, related the facts of his own daughter's cure as follows:—

"My daughter first began to ail when she was about twelve years of age," said he. "Her digestion became weak, she lost her appetite, and complained of pains in the shoulders and back. As time went on she grew very thin and miserable, black rings appeared under her eyes, and she suffered much from those irregularities of health which afflict weak girls and women. Her mother and I became alarmed and called in doctors but despite the care of these highly skilled physicians our daughter got worse and worse—until she became almost a mere skeleton."

"At last I decided to try, if Dr. Williams' Pink Pills would prove helpful in my daughter's case and she commenced to take them accordingly. The direction wrapped around each bottle of the Pills she had finished one bottle of the Pills her improved appearance gave encouragement. By the time she had finished four bottles she was nearly well; she could eat with enjoyment and digest her food, the pains in her shoulders and back had ceased, the dark rings under her eyes had disappeared, and the other symptoms of which I have spoken had given place to a regular healthy action of the system. Continuing the Pills for a little while longer she put on flesh and became the picture of health. My daughter is now 25 years of age, and since her cure by Dr. Williams' Pink Pills ten months ago she has kept in perfect health, and has had no return of the ailments which afflicted her or so many years. The name of the gentleman who gave the above testimony is U. P. He is an honorary magistrate and a railway director, and one of the best respected and most widely known Burmese gentlemen in Mandalay."

By their remarkable health-restoring action, through the blood upon the whole system Dr. Williams' Pink Pills for Pale People have cured besides Anaemia, Indigestion, and the ailments of ladies, thousands of cases of Liver Complaint, Sick Headache, Malaria, Rheumatism, Paralysis, Bar-Beri, Nervous Debility, Early Decay, Eczema, Scrofula, Boils, Pimples, and the after effects of Fevers, Dysentery and Chills. These Pills are obtainable at most shops where medicine is sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 1 bottle for \$1.50 or 6 bottles for \$8 post free to any address.

JOINT STOCK SHARES.

Messrs Vernon & Smyth say in their weekly share report, dated Hongkong 13th March, 1908.—Our market during the past week has continued more or less dull, and closes without any special feature to report. A fair investment enquiry is still met with, but the difficulty of bringing buyer and seller together continues, and business in consequence is much restricted. Bar silver has ruled fairly steady during the interval, and closes at 25-0/10d. Exchange on London is quoted 1/10-1/11, and on Shanghai at 74-1/2 T.T.

BANKS.—Hongkong & Shanghai have again been negotiated at 89½, and close steady at this rate. London quotes 275-1/4. National Bank at 86½ as last quoted.

MARINE INSURANCES.—Unions have been booked at 8840 a° which rate there are further buyers. China T. Aders are also in request at 89½, but supplies do not appear available. North China and Canton continue on offer at quotations.

FIRE INSURANCES.—Hongkong have declined to 2207½, but are wanted at 2295 ex the dividend of 227 per share for 1906 paid on the 11th instant. Chinese have sold at 850½ and 850, and close with probable sellers at the latter rate.

SHIPPING.—Hongkong, Canton and Macao have hardened, and close with buyers at 329 after sales at 328½, 328½ and 329. Chinese and Manilla are on offer at the reduced rate of 312, and Donglases are procurable at 34½. Star Ferries are firmer, and there are now buyers of old at 326, and new at 318. Shell Transports are easier at 44½.

REFINING.—China Sugars have weakened considerably, and close with sellers at 1108. Luzara are unchanged, but buyers could probably be found at quotation.

MINING.—Charbonnages have still further improved, and are now engaged for at 533½. Rebars are procurable at 28.

there are further sellers. Quotations for the Northern Mills are unchanged. MISCELLANEOUS.—China Borees have been booked at \$11 and \$11½ and close in request at the former rate. China Providents are procurable at \$9, and Green Island Cements at \$11½, after sale at this rate and \$11½. Dairy Farms have improved to \$16½ buyers, and South China Morning Posts to \$22 buyers. Sales have been effected of Watsons at \$10, Electric at \$15 and Fr. mways at \$18.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—15th March, Sunday. 2nd in Lent: Holy Communion (7.30 a.m.) Matins (11 a.m.) (Full Choir). Responses, Feril; Venite, Stainer; Psalms, of the 15th morning; Benedicite, Best in C; Benedictus, Garrott in G; Anthem, "God is a Spirit," Bennett. Holy Communion (12 noon). Kyrie, Stainer in E flat; Hymns, 182 and 189; Evensong (5.45 p.m.). Responses, Feril; Psalms, of the 15th evening; Magnificat, Cooke (19th evening); Nunc Dimittis, Woodward (14th evening); Hymns 248 and 93.

N.B.—Psalms 75 Verso 1, 2 and 11 in unison. 70 Verses 1 and 6 in unison. 77 Verses 1, 7, 11, 16, 17 and 18 in unison.

The Preacher at Matins and Evensong will be the Lord Bishop of Victoria.

St. Peter's Church, Queen's Road, West.—Second Sunday in Lent. Morning Prayer 11 a.m. Venite, Stainer; Te Deum, Russell; Hymns 109, 337, 321 and 214; Kyrie, Hovey. Holy Communion 1.15. Evensong Prayer 6.30. Magnificat, Camidge; Nunc Dimittis, Unley; Hymns, 4, 11, 110, 325 and 605.

The Church launch, Daypring, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 8 p.m. (Kowloon Police Pier 15, Evening Prayer 6.30, Magnificat, Camidge; Nunc Dimittis, Unley; Hymns, 4, 11, 110, 325 and 605.)

St. James' Church, Kennedy Road, Minister.—Rev. C. H. Hickling. Sunday, 11 a.m. Worship, Hymn 1, Psalm 14, Te Deum (Oakeley), Hymns 109 and 114. 4 p.m. Sunday Schools—8 p.m. Worship, Picture Service, Hymn 227, Psalm 43, Anthem 225, Hymns 103 and 223. Wednesday 5.15 p.m. Devotional Service, Book Study "Judges."

Thursday 5.15 p.m. Choir Rehearsal, 9 p.m. Literary Club Paper by Mr. W. Armstrong. "Reptiles, their Habits and Habits in Hongkong."

Friday 8 p.m. Christian Endeavour Society "Supreme moments in the life of St. Paul."

St. Andrew's Church, (Robinson Road, near British School). Sundays.—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 2 p.m. Sunday School at 3 p.m. on remaining Sundays. Wednesday—Evensong. Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road, (Roman Catholic), Mass, Benediction and Sermon in English, at 10 a.m.

CHRISTIAN SCIENCE SERVICE, York Building, Chater Road.—Sundays, 11.15 a.m. Wednesdays, 5.30 p.m. Reading Room open on week days from 11 a.m. to noon, and on Mondays in addition, from 5.30 p.m. to 8.30 p.m.

For a good Complexion and clear Skin use

Calvert's Carbolic Toilet Soap.

Firstly it is pure, an important matter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well. (10% Crystal Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

Sold by local Chemists and Stores. F. G. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET. **Farola**. REMOVES ALL ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and SORE. KEEPS THE SKIN SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING during the summer. Bottles 1/1, 1/9, and 2/6 each. M. BEETHAM & SON, Cheltenham.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENFARVE AND HAS BEEN SOLD SINCE 1810.

SCOTCH WHISKY.

SOLE AGENTS IN: HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. As Supplied to the House of Commons.

Builds up Strength

"It greatly helps the Digestive Organs."

Dear Sirs.—Some years ago I had a very severe complicated attack of stomach, liver, and heart trouble, followed by pneumonia. It was twelve months before I was able to get about, and then for two more years I was continually being laid up. The doctors were all of opinion that my case would end in consumption—in fact, my bowels were without doubt constipated. I thought I would try Angier's Emulsion, and in a short time there was a noticeable change for the better. I did not mention it to my doctor at the time, but he noticed the change, and I then told him what I was taking. He approved, and I kept on with it, and continued to improve steadily. It soothes the throat and lungs, and greatly helps the digestive organs. My appearance now is itself a good testimonial in favour of Angier's Emulsion, and my many friends and acquaintances have noted with wonder the marvellous improvement in my general appearance and condition. (Signed) T. TREW.

Angier's Emulsion

(PETROLEUM WITH HYPOPHOSPHITES). The soothing, healing, and tonic properties of Angier's Emulsion, combined with its power to promote appetite and aid digestion, make it of the greatest value in convalescence from illness or when the system is "run down" and a good tonic is required. Angier's Emulsion is invaluable in lung affections, digestive disorders, and wasting diseases. It is pleasant to take and agrees perfectly with delicate stomachs.

THE ANGIER CHEMICAL CO., Ltd., 32 Snow Hill, LONDON, Eng.

LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire. By Royal Warrant to H.M. THE KING.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS? They are high-class and absolutely safe Securities payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PREMIUMS varying from £10 to £10,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS. Comprised of the most advantageous Bonds, may be pure and by convenient monthly payments ranging from 15/- to £20.

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MELVILLE, GILLY & CO., 3, RUE DE LA BOULLE. PARIS (France). 360

WATSON'S WHISKY. (No. 10) Dundee. HONG KONG AGENTS for Watson's Dundee. BREWAN, TOMES & CO., Hong Kong.

SHIPPING.

ARRIVALS.
BRASILIA, German str., 4,235, H. Hase, 13th March—Yokohama via Kobe and Shanghai.
CHUYEN, Chinese str., 1,178, C. Stewart, 13th March—Shanghai 10th March, General—Chinese.
KUMSANG, British str., 2,078, E. J. Butler, 13th March—Calcutta via Straits and Singapore.
SAINT PATRICK, British str., 2,694, J. Forley, 13th March—Shanghai 10th March, General—Slesian, Tames & Co.
SHANTUNG, German str., 1,009, C. Gosewitsch, 13th March—Bangkok 5th March, Rice and General—Butterfield & Swire.
TAISHAN, British str., 1,122, L. Ling, 13th March—Suifu 7th March, Rice and General—Bridley & Co.
TAMING, British str., 1,340, A. Somerville, 13th March—Manila 10th March, General—Butterfield & Swire.
VORWAERTS, Austrian str., 3,727, R. Bednars, 13th March—Kobe 4th March, General—Sander, Wierler & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
13th March.
Chiyen, Chinese str., for Canton.
Yokohama, British str., for Shanghai.
Glenloch, British str., for Shanghai.

DEPARTURES.
13th March.
ANGHIN, German str., for Hongkong.
CATHAY, British str., for Calcutta.
HAIKUN, British str., for Coast Ports.
HAILAN, German str., for Hongkong.
HOLSTEIN, German str., for Hoihow.
ITAKA, German str., for Hongkong.
KWEIYANG, British str., for Newchwang.
LOONCHANG, British str., for Manila.
OMARU MARU, Japanese str., for Hongkong.
TAISHAN, German str., for Amoy.
Yochow, British str., for Canton.

SHIPPING REPORTS.
The Chinese str. Chiyen reports: Moderate N. E. wind and sea.
The British str. Kumsang reports: Fresh Northerly wind with rough sea, overcast with drizzling rain occasionally.

VESSLS IN DOCK.
March 13th.
ABREDEEN DOCKS—Hull.
BOWDOEN DOCKS—Neil Melod, Persia, Boregon, Loyol, Decol, Empress of India, Postings.
COSMOPOLITAN DOCKS—Harbour, Onang.

VESSLS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship, (60,000 tons)
Capt. B. Bednars, will be despatched as above TO DAY, the 14th March, at 3 P.M.
This steamer has splendid accommodation for passengers, electric light and carries a qualified doctor and stewardess.
For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Princes Buildings,
Hongkong, 14th March, 1908.

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.
PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
S.S. "WYAT CASTLE" ... 7th April.
S.S. "SIKH" ... 28th April.
For Freight and further information apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 11th March, 1908.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong, CALAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
With Liberty to call at Honolulu and Salina Cruz.
Steamers
"KASATO MARU" ... 10th March
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
K. MATSUDA, Manager,
Yokohama Building,
Hongkong, 18th February, 1908.

THE AMERICAN AND ORIENTAL LINE.
FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship
"TUDOR PRINCE",
Capt. Macdougall, will be despatched for the above Port on or about TUESDAY, the 21st April.
For Freight apply to
ARNHOLD KARBURG & Co.,
Agents,
Hongkong, 12th March, 1908.

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong 26th February 1907

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections common to all from Green Island. Vessels anchoring nearest to the wharves are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blakely Pier. 3 From Blakely Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MARMOBA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	GLENLOCH	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	On 25th inst.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	—	—	About 31st inst.
MARSEILLES & PORTS OF CALL.	CHARBONNEL	Fr. str.	—	—	—	On 17th inst., at 1 P.M.
MARSEILLES & PORTS OF CALL.	SANUKI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th inst., at D'light
MARSEILLES & PORTS OF CALL.	BOCHENSTADEN	Ger. str.	k.w.	Porzellus	HAMBURG-AMERICA LINE	On 25th inst.
MARSEILLES & PORTS OF CALL.	CATHAY	Ger. str.	—	—	—	End of March.
MARSEILLES & PORTS OF CALL.	TRANQUER	Ger. str.	—	—	—	Beginning of April.
MARSEILLES & PORTS OF CALL.	AWA MARU	Jap. str.	—	F. D. Cope	NIPPON YUSEN KAISHA	On 1st April, at D'light
MARSEILLES & PORTS OF CALL.	BRASILIA	Ger. str.	k.w.	Hase	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES & PORTS OF CALL.	SAMIDIA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	On 2nd April.
MARSEILLES & PORTS OF CALL.	PRINZ LUDWIG	Ger. str.	—	F. v. Biazar	MELCHERS & CO.	On 27th inst., at Noon.
MARSEILLES & PORTS OF CALL.	VORWAERTS	Aus. str.	—	R. Bednars	SANDER, WIELER & CO.	Today, at 5 P.M.
MARSEILLES & PORTS OF CALL.	SAINT PATRICK	Brit. str.	—	—	—	On 21st inst., at 5 P.M.
MARSEILLES & PORTS OF CALL.	TUDOR PRINCE	Am. str.	—	—	—	On 7th April.
MARSEILLES & PORTS OF CALL.	LENNOX	Brit. str.	1 m.	Macdougall	ARNHOLD, KARBURG & CO.	About 21st April.
MARSEILLES & PORTS OF CALL.	EMPERESS OF INDIA	Brit. str.	2 m.	—	—	On 25th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 9th April, at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 31st inst., at D'light
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	First half of April.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 24th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 26th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 28th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th April, at No. n.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 21st inst., at D'light
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	About 3rd April.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 18th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	Quick despatch.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	Today, at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 16th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	About 16th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 18th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	About 20th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	Quick despatch.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 22nd inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 23rd inst., P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	About 24th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	About 25th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 28th inst.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 18th inst., at D'light
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	To-morrow, at 10 A.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	To-morrow, at Daylight.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at 10 A.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	To-morrow, at 10 A.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	Today, at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 20th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 21st inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 27th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 20th inst., at 4 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at 9 A.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 20th inst., at D'light
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 17th inst., at Noon.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	On 19th inst., at 3 P.M.
MARSEILLES & PORTS OF CALL.	IMPERESS OF INDIA	Am. str.	—	—	—	Quick despatch.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "LENNOX" ... 3,700	WEDNESDAY, 25th March ... 23rd April	
R.M.S. "EMPERESS OF INDIA" ... 6,000	THURSDAY, 24th April ... 27th April	
R.M.S. "MONTEAGLE" ... 6,000	WEDNESDAY, 2nd May ... 16th May	
R.M.S. "EMPERESS OF JAPAN" ... 6,000	THURSDAY, 7th May ... 25th May	
R.M.S. "GLENFARG" ... 8,700	WEDNESDAY, 20th May ... 18th June	
R.M.S. "EMPERESS OF CHINA" ... 8,000	THURSDAY, 4th June ... 22nd June	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS OF INDIA" will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 4,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.
Hongkong to London, via St. Lawrence River Lines or New York \$71.10 Intermediate on Steamers ... \$40. ... \$42.
First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blakely Pier.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 14th March, 4 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 21st March, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 12th March, 1908.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "SAINT PATRICK" ... On 21st March, 5 P.M.
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS
Hongkong, 14th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
MOJI, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG FOR			
VICTORIA. B.C.. AND TACOMA			
VIA			
MOJI, KOBE AND YOKOHAMA,			
Steamers.	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Gardick	On 17th March.
† SUVERIC	6,282	W. Shotton	On 8th April.
* KUMERIC	6,282	Cowley	On 2nd May.
* SHAWMUT	9,606	E. V. Roberts	On 26th May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.
Hongkong, 11th March, 1908.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
DESTINATION
MARSEILLES, HAVRE, COPENHAGEN ... "CATHAY" ... End of March.
MARSEILLES, HAVRE, COPENHAGEN ... "TRANQUEBAR" ... Beg. of April.
For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 6th March, 1908.

THOS. COOK & SON,
ESTABLISHED 1841.
TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.
BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.
Full information on Application.
Head Office for the Far East—
16, DES VEUVE ROAD, HONGKONG.
Japan Office—
1, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"TOURANE"
Captain Laurelin, will be despatched for the above Ports on or about MONDAY, the 16th March.
For Freight or Passage, apply to
J. MILLET, Agent.
Hongkong, 10th March, 1908.

COMPAGNIE DES MESSEAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
HE Steamship
"TONKIN"
Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 17th March, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows—
S.S. "POLYNESIE" ... 31st March.
S.S. "TOURANE" ... 14th April.
S.S. "ARMAND BEHIE" ... 28th April.
J. MILLET, Agent.
Hongkong, 4th March, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"FERDIA"
Capt. G. Bortole, will leave for the above places on WEDNESDAY, the 18th inst., at 4 P.M.
This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Princes Buildings,
Hongkong, 11th March, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"MARMORA"
Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON on SATURDAY, the 21st March at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France and London will be forwarded without transhipment.
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent
Hongkong, 8th March, 1908.

"GLEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLENLOCHY"
Captain E. J. Stallard, will be despatched as above on WEDNESDAY, the 25th March.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 2nd March, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"ALDENHAM"
Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a fully qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 4th March, 1908.

"SHIRE" LINE OF STEAMERS LIMITED.
FOR LONDON, ANTWERP AND HAMBURG.
THE Steamship
"MONMOUTHSHIRE"
will be despatched for the above Ports on or about TUESDAY, the 31st March.
Doctor and Stewardess carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong 3rd March, 1908.

MYSTERY OF THE GERMAN DREADNOUGHTS.

The news that six German Dreadnoughts are now building, and some of them well advanced, draws attention to the mystery which prevails with regard to these ships. Though secrecy was nominally preserved by the British Admiralty as to the design of the original Dreadnought, all the important facts about her became common property within six months of her commencement.

But of the German Dreadnoughts it is correct to say that little or nothing is known in this country even now, and it may be doubted whether the British Intelligence Department is in possession of their details. The first of the German Dreadnoughts building in the large armoured cruiser "P." originally laid down in 1906. Then her construction was suspended, and changes were made in her to enable her to meet the new British ships of her class. Her construction was a second time begun in March of last year.

RUMOUR AND CRUISE "P." In the summer of 1907 four large battleships of the Dreadnought class were laid down, and in November the big armoured cruiser "E." which at the date of her construction was the biggest vessel building for any European Navy. Rumour ascribes to cruiser "E." a battery of ten 11in. guns, each fifty calibres long (by which phrase is meant that the length is fifty times the diameter of the shot fired, 11in.).

Originally this vessel was of 14,700 tons, but her size is believed to have been considerably augmented, and now to be nearer 18,000 tons. According to report, all her guns will fire on either broadside, so that she will bring ten 11in. guns into action against the eight 12in. weapons of the British armoured cruisers of the Invincible class on either beam.

A fight between the two ships would therefore not be an uneven one, as if the British vessel's guns fire a heavier shell there are two fewer to do the shooting, and each vessel can pierce with ease the armour of the other.

THE FOUR GERMAN BATTLESHIPS. The British Invincible, however, is quite three knots faster, and has here an important advantage. On the other hand, "E." could engage and destroy any British armoured cruiser older than the Invincible. There will probably be no great surprises about "E," but it is otherwise when we come to the four battleships. Their armament is given at anything from twelve to sixteen 11in. guns, all of fifty calibres in length, and there are tales that 12in. guns of unprecedented power have been secretly building for them.

But as the German Navy League has been agitating for the replacement of the 11in. gun throughout the German Fleet by the 12in. gun, and as it would not waste its efforts in advocating something that had already been accomplished, it is not likely that the guns will be bigger than 11in. But how are they to be arranged, for by all accounts and reports all guns are to fire on either broadside?

SUPERIOR TO THE DREADNOUGHTS. Mr. Jane believes that the Germans will for the first time introduce turrets containing three guns in place of two. In this way the thing might be managed, but the first of three guns in one turret would be very slow and not much would be gained by such a course. He has a sketch plan, showing a ship with sixteen 11in. guns firing on either broadside and seven firing ahead and astern. Such a vessel would be a very formidable customer for a British Dreadnought, indeed, she should be superior in battle, as she would have two guns of 11in. in action for each one on board the British ship of 12in., and though the British shell is heavier, the rapidity of fire with twice as many guns at work on the German side would tell speedily.

TWO TURRET TURRETS. Another possibility is that the Germans may introduce two-towered turrets with two 11in. guns in each turret. This was a British idea of the eighties, but it was abandoned by that Navy. Four-towered turrets would mean sixteen 11in. guns, and it would not be difficult to so arrange the turrets as to enable all four to fire on either broadside, but a vessel thus planned would be extremely top-heavy.

Yet another possibility is that the ships may have six turrets, each carrying two 11in. guns, and so arranged as all to fire on either beam. Bigger than the Invincible. This is on the whole the most likely, and it would give them a good chance of defeating the British Dreadnoughts, as the British vessels only bring eight 12in. guns to bear on the broadside, while the German ships would bring twelve into action—a superiority in numbers 50 per cent, though the shell and power of the gun is less.

As for cruiser "E" she is reported to be between 19,000 and 20,000 tons, so that she is at least 2,000 tons bigger than the British Invincible. She is fitted with turbine engines, which are to drive her at 24 or 26 knots, so that she will be about one knot faster than the British cruisers. And into the bargain she is to be better armed, since it now seems certain that she will carry ten 12in. guns all firing on either broadside.

She will thus be larger, faster, and 20 per cent better armed than any British cruiser yet laid down, and will be a most formidable craft. She is constructing with Blohm and Voos, of Hamburg, and should be ready for her trials in 1910. It is rumoured that she will carry nothing but oil fuel, and if so she will be the first large ship in which coal has been completely abandoned.

The new German 11in. guns will fire a shell of about 750lb. weight, according to report, while the new 12in. will fire a 850lb. shell. These are the figures given in Krupp's latest tables. The shell of the new German 12in. gun will thus be about 100lb. heavier than that of the British weapon of the same size, and will be loaded with high explosives which up to date the British 12in. shell has not been.

The British Admiralty, however, is believed to be making preparations to reply to these new and extraordinarily powerful German ships. For some months past some guns of eighty tons have been constructing in England which will fire a shell of about 1,500lb. weight.

WHO ARE THE GUNS? For whom they are building is not yet clearly known; report says for the new Brazilian battleships. But if they prove a success, they can be introduced in the new British battleships to be laid down next year.

It is to be hoped that the Admiralty will not wait too long; the progress which Germany is making in most respects, and it can no longer be contended that the German programmes are all to mislead without the Dreadnought.

The German ships are being built, and being built fast; moreover, unless reports are wholly at fault, they will be quite equal, if not superior, to anything yet begun in England. Rumour about the new British ship which is to "out-Dreadnought" the Dreadnought, ascribes to her a displacement of 25,000 tons or even more, and a battery of eight 30-in. guns, all firing on either broadside. Such a vessel would be a deadly antagonist, if her enormous guns could be fired with great rapidity. Nothing could stand up to her gigantic shell.

AERIAL MOTORING.

UNITED STATES DECISION.

A Reuter's telegram from Washington brings the important news that Mr. Taft, United States Secretary for War, "has approved a recommendation by the Board of Ordnance accepting three bids to furnish the Government with a heavier-than-air flying machine. The most expensive aeroplane is that of the Wright Brothers, of Dayton, Ohio, which is to be delivered within 200 days, and will cost \$5,000." As far as is known, this is the first instance of any Government having recognised the possibility of the heavier-than-air type of machine by actually placing orders for the building of such craft. The mention that one of the machines is to be supplied by the Wright Brothers for the relatively moderate sum of \$5,000 is somewhat puzzling to students of aerial motoring on this side of the Atlantic in that it is well known that for several months past those gentlemen and their representatives have been endeavouring to negotiate with all the leading European Governments and on very different terms from those stated. It is more than probable that the announcement from Washington is not complete, for it is scarcely likely that inventors who are known to have achieved a remarkable degree of success after prolonged, costly, and risky experiment should part with the fruit of their labours and their daring for what is relatively a paltry sum. It is likely that the basis of the arrangement is that Wright aeroplanes are to be supplied for \$5,000 apiece, and that the inventors are to receive some considerable sum, such as \$100,000, for instructing such officers and banding of air-craft of their design and making. These are practically the terms that were placed before the European Governments, and the stumbling block in the negotiations was the condition which the Wright Brothers made imperative, that they would not sell their device to any one Government exclusively.

STORY OF THE SCIENCE.

Though to Mr. Henry Farman belongs the credit for being the first man to make a publicly successful flight in a motor-driven aeroplane under certain specified conditions, there is no question but that the Wright Brothers achieved much longer flights under an secret conditions as possible at least two seasons ago, while their experiments with gliders, that were preliminary to and accounted for the subsequent success of their motor-driven craft, proved quite satisfactory as long ago as 1903. From the onset of their investigations the Wright Brothers, as they are always styled, have worked on a pre-eminently business line; hence they have ingeniously contrived to let just so much of their discovery become known as has pleased wide-spread curiosity, and has satisfied students of aeronautics that something of uncommon significance had been achieved, without, however, revealing aught of a nature that could be commercially protected by patents. As much as has become known of their achievements has been sent forth in articles that have been published in these columns at odd intervals during the last eighteen months, hence there is no need to recapitulate until fresh data shall be available, but the occasion may be seized to glance briefly at the chief stages of the science of aeronautics, as it has passed through since the aspiration of man to add the mastery of the air to that of the sea gave rise to the legends of the overland flight of Pharoos and Halls mounted on the ram with the golden fleece; of Icarus, who ventured too near the sun that the wax which fastened the wings to his body was melted and he fell headlong into the sea; and of Wieland, the smith in the "Wild and Wondrous Tale," the legends of whose feet were cut at the command of King Nidung, of North Jutland, whereupon the inventive genius of Wieland evolved a flying coat, for which his brother Egil provided him with feathers. Egil, too, made the trial flight; but Wieland, fearful lest Egil should fly away with the cloak, deliberately advised his brother to descend with the wind, with the result that Egil had a terrible fall. On colour of improving the mechanism, Wieland put it on himself and forthwith flew away to his fatherland. Then there is the story of Icarus, whose countrymen presented him with a winged throne, to which were harnessed four tame eagles, which, being kept hungry, struggled when food was held above them, with the result that the throne was raised from the ground. An early attempt to develop a "Mongolfiere" was the pigeon devised by the philosopher Aristotle at Tarantum, which raised itself when air was pumped into it, though it soon fell to earth. According to a French missionary's statement in 1694, the Chinese must have been among the first to attempt to imitate its flight, a balloon having been sent up on the day of the coronation of the Emperor Fo-Kien at Peking in 1306.

L. DA VINCI'S ACCURATE ANTICIPATION. It is as if, perhaps, our immediate concern is not with devices wherein a vacuum is created or where hot air or coal or other gas lighter than the atmosphere is used to lift man off the earth's surface in balloon fashion, but with attempts to achieve artificial flight. Consequently we have to go to the papers left by Leonardo da Vinci (1452-1519) for the first technical designs for an arrangement to serve for personal flight. It is astonishing to find that the results of the Wright Brothers' experiments exactly confirm the great artist's ideas, for in da Vinci's sketches the flying person places himself in a horizontal position, mounted on a kind of framework, to which devices in the nature of bat-like wings were to be attached, for in those days possibilities of such mechanical contrivances as propellers and petrol motors were unthought of. The flying stroke was worked with the operator's arms and the descending stroke with his feet, by means of ropes passing over pulleys. By the use of linked wings that opposed very slight resistance to the upward motion the folding together of the various sections would be achieved by an upward stroke, whereas on a down stroke the whole winged surface would spread itself out and be available for bearing effort. There seems to be a gap between the ingenious suggestions of da Vinci and the next known stage in artificial flight, which was in 1617, when Fausto Veranzio the first human being known to have risked his life on the practical work of the kind, let himself down from a tower in Venice by means of a primitive parachute, constructed of a square framework covered with canvas. The flying machine designed by Bishop John Wilkins, of Chester, in 1648 is chiefly notable by first drawing attention to the enormous force that could be developed by the application of steam. As unsatisfactory as he was imaginative, the Gascon Cyrano de Bergerac, familiar to players on a swashbuckler and poet, brought him of fastening air-bags to his body, and allowing them to lead in the sun—a notion that bore fruit in the practical hands of Montgolfiere, the father of ballooning. Francoise de Lana's flying ship was based on his observing that the air had a definite weight like any solid or liquid body, so that a body lighter than air must rise in the same way that a cork will come to the surface of a basin of water. Accordingly he proposed to create a vacuum in each of four big metal spheres by filling them with water from the top and drawing it off through taps at the bottom. The four spheres were to be attached by ropes to a boat, equipped with oars and sails.

THE CHIEF LINE.

Butler, the French locksmith, achieved a certain notoriety in 1673 by designing an apparatus for flying that was not modelled on the wings of bats or birds. His notion was to lay over each shoulder of the person carried a rod provided at either end with collapsible right-angled aeroplanes, the principle being that with every upward movement the planes would flap together, while with every downward movement they would spread out and so provide a wide pressure surface. The forward planes were to be worked with the hands and the hinder ones with the legs by means of cord attachments—a principle that was exploited by the Marquis de Bacqueville in 1742, when he made the elevation of looking an aeroplane the subject of his experiments over the Seine. Alphonse Berliet, the Neapolitan scientist, Alphonse Berliet arrived at the conclusion as the result of the first scientific treatment of the flight of birds "that it would be impossible for man to fly artificially by means of his own energy, his argument of the impossibility of artificial flight on account of the weakness of the breast muscles of men remaining one of the propels of science for two hundred years. Indeed his work was the most important one on flight until the middle of the nineteenth Century, and put a lengthy check on the further investigation of the subject. Karl Meierwein in 1872 was the first to experiment on the size of winged surface necessary for a man, taking as a basis the weight and wing area of the wild-duck and arriving at the conclusion that a man and machine together weighing 200lb. would need a bearing surface of 126 square feet—a calculation that was verified as recently as 1888 by the experiments of Lilienthal. The exigencies of space demand that experiment and development as between the times of Meierwein and Lilienthal and from 1889 to the present date should form the subject of a subsequent article.

THE DWINDLING SAILOR REED.

The questions how to induce English boys to go to sea and how to replace by English seamen the large number of foreign seamen in the British service have often been asked, but never yet satisfactorily answered. Lord Brassey, pressing upon the attention of the House of Lords these two problems which earlier in the day he had been considering as Chairman of a meeting of County Councils and others interested in the matter. Surrey and London gave him a good lead by voting scholarships for the purpose of training boys as sailors, and at the meeting of the Westminster Palace Hotel the pertinent question was put: "What will the Board of Education do for the Merchant Marine? The problem of manning British merchant ships has two aspects corresponding to demand and supply. The Board of Education is the right department of State to assist in finding the supply, but it is the shipowners who have to deal with the demand. The shipowner who wants men for his ships is likely, if he has the choice, to prefer a full-grown, well-trained Scandinavian to an English raw lad. It is an open question whether in the national interest he ought to have the choice, or to have it without restrictions. The old public policy of England was to impose every stringent restriction, and possibly wisdom lies in the restoration in some modern form of restrictions aiming at the same result—the production of a large body of British seamen and maritime engineers or engine attendants and firemen. A moderate interference by the State might perhaps suffice, provided it were supplemented by action on the part of the Board of Education. A slight pressure on shipowners to induce them to prefer British men and boys coupled with arrangements made by the Board of Education and by Education Committees to give a certain number of boys a training aimed at a sea life would probably suffice to turn towards the Merchant Service a stream of boys copious enough in a few years to fill all the needs. With Lord Brassey's saying that the training of seamen is a paramount national duty most Englishmen will agree. But to hold that opinion is not enough. Some practical measures are necessary. Suppose that every rate-supported school for boys over twelve had a class devoted to some lesson or occupation preparatory to a life at sea, and that from such schools there were access to the special training ships, it would seem likely that a good supply of boys would after a short time be available for the Merchant Service. That is half of the problem. The other half is to induce the shipowners to give these boys a start. Lord Granard said yesterday in the House of Lords that the Departmental Committee appointed by the Board of Trade had abandoned first the idea of compelling every ship to carry boys, and next the idea of grants to shipowners for carrying them. Upon this the natural comment is that it is surely the business of the Board of Trade to discover a means by which the Merchant Marine can be induced to find the boys for

English sailors, provided they are fully qualified and trustworthy, up to the limit of the needs of their ships. If the Board of Trade gives up the problem the public will begin to think of a revival of some portions of the Navigation Acts, and of other measures by which pressure can be put upon shipowners. The shipowners themselves cannot be unwilling to contribute to the satisfactory solution of the problem, and would find the way quickly enough if it were clear that nation and its Government really meant to have a solution found.

MEN'S CLOTHING.

AN AMERICAN REVOLT.

American merchant tailors from all parts of the country met at New York in annual convention. They discussed many things relating to fashion for gentlemen. It was not, however, until Mr. Lionel Cramer, a delegate from Chicago, where the canned goods come from, arose and spoke that anything like real enthusiasm was evinced. Mr. Cramer, in solemn tones, declared that the United States at the present time, in matters sartorial, were more deeply depressed than England. There was, he complained, entire subsjection to London as regards the style, fit, and material of gentlemen's clothing. "Give us sartorial liberty or let us turn the trade over to ready-made clothiers." "Hear, hear," roared the 260 delegates. "As for me," said Delegate Cramer, as he advanced into the middle of the patriotic assemblage with his arms waving, "as for I say, shake off the letters that have bound us to the other country for generations. Let us set our own fashions. Let us make our fellow-Americans dress as we see fit, and we will make it pay." "If," continued Mr. Cramer, "our merchant tailors would be independent and set the styles for America, there must be a complete unification of power and capital among the tailored garment-making concerns. London has been setting our styles long enough. London, I tell you, says we are effeminate in our styles, and believes that England must do our thinking for us. No more of this coming season." Again the convention rose as one man and unanimously adopted a resolution to the effect that Delegate Cramer had spoken words which had been in the minds of members of the National Merchant Tailors' Exchange for years, but which were dared to utter.

Despite this resolution, nobody here believes that London will be supplanted yet awhile as dictator of gentlemen's clothing. As regards the American working-men, who are undoubtedly the best clothed in the world, they do not owe clothes to anybody. They wear ready-made clothes, and the material is usually very good, and the fit, under the circumstances, is remarkably accurate.

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雪梨	Shai Sit-Ia—Pears, American	10
雪梨	Sin Tai—Pears, Cooching, Canton	10
雪梨	Sa Li—Pears, Shanghai	—
雪梨	Hung Tai—Parmaisee large	—
雪梨	Kuag Li—Plumase, Swatow	—
雪梨	Pun Yi Pe Lo—Pineapple	8
雪梨	Pineapple Coong only—2nd and 3rd	5
雪梨	Tai Tsau—Plumase	3
雪梨	Luk Yau—Pumelo, Amoy	each
雪梨	Chim Lo Luk Yau—Pumelo, Hiam	10
雪梨	San Hop Ts—Walnuts, Fresh	10
雪梨	Walnuts, Green	12
雪梨	Shanghai Lo Kwat Ib.	—
VEGETABLES, &c.		
竹筴上	Shanghai Ya Chi Chuk—Artichoke, Shanghai	6
菜筴	Loong Soo Tai—Asparagus, doz.	—
菜筴	Chuk Sun—Bamboo Shoots	1b.
菜筴	Ngá Tai—Beans, Sprout	4
菜筴	Da Koo—Beans	—
菜筴	Min Tait—Beans	—

黃連	Pin Tau	French, Shans	
黃連	O Moon Bin	Tau, Beans,	
	Macao (French)		10
根根	Hung Tau T'o'i	Beetroot	each 2
藥	Kau Sun	Cane Sho	
藥	Tring Ke	Crinjalis, Gerson	lb.
藥	Man Ke	" "	" "
藥	Pak T'o'i	" "	" "
藥	Chuk Shun	Bamboo Sho	4
藥	Kai T'o'i	Cabbage, Chinese	
藥	Sh'ai Kai T'o'i	" Shanghai	each 8
藥	Kam Sun	Carrots	lb.
藥	Yo T'o'i	Cauliflower	each 8
藥	Ta Yo T'o'i	" Large Size	13
藥	Chung Ye T'o'i	Cauliflower,	
			lb.
藥	Kai T'o'i	" "	10
藥	Yang Can T'o'i	Celery, Eng.	4
藥	Fu Kwa	Bitter Squash	
藥	Kon Lat Chiu	Chilies, Dried	38

鐵樹皮	Tsing Lâi Tsun—Chiloe, Green	38
紅花皮	Hung Fâ Tsun—Chiloe, Red	38
成實	Tsing Kwa—Cucumbers	39
青竹葉	Tsing Tsai—Tea, Curry Staff	39
	English	
甜薑	Ching Tsai—Garlic	39
老薑	Lô Keung—Ginger, old	39
子薑	Tsê Keung—Ginger, young	39
薑	Tsing Tsai—Green Peas	39
薑	Kan Lik—Hore Radish, Shai	39
力根菜	Sak Mai—Sweet Corn	piece
菜	Keung Sing Tsai—Lettuce	13
生芥	Must. Must.	
	Shang Tsô Kun—Mushrooms	39
蔞生菜	fresh	lb.
茄	Mô Kwa—Ochra	
蔞菜	Young Tsung Tsai—Onions, Bay	
蔞菜	Shang Tsung—Onions, Green	
蔞菜	Yat Pun Tsung Tsai—Onions, 1	
	Japanese	

鹹魚翅	Shanghai Sea Tong Lau—Oignons	10
蝦米	Mô-la—Okra	10
菜花	Young Tuen Shi—Parsley, King	10
	bundle	per lb
仔薯	Foonchoo Shu Tsai—Potatoes	10
	Foonchoo	lb
仔薯	Shanghai Shu Tsai—Potatoes	10
	Shanghai	lb
仔薯	Yat Shu Shu Tsai—Potatoes	10
	Yat Shu	lb
仔薯	Mün Shu—Potatoes	10
	Macao	lb
仔薯	Ka Ke Shu Tsai—Potatoes	10
	American	lb
菜	Fan Shu—Potatoes, Sweet	10
菜	Tung Kwa—Pumpkin	10
菜	Chi Tsai Te'oi—Purslane	10
菜	Hung Le Pak Tsai—Cauldian	10
菜	Lo Kung—Cauldian	10
菜	Kon Tung—Dandelion	10

菜	Yin Toi'-spinach	10
菜	Fu Tau-Tarors	10
菜	Fan Ke-Lomatodes	10
菜	Lo Pak-Spinach Chinese	10
菜	Tai kok	10
菜	Lir Ngai-Lily Root	10
菜	Feung Lo Pak-Taradips, Eng.	10
菜	Tai Ke-Li'-Marrow	10
菜	American	10
菜	Mai Tai-Water Chestnut,	10
	Common	10
菜	Kwei Lau Mai Tai-Water	10
菜	Chestnut, Mandarin	10
菜	Sai Yung Lo'-Water Cress,	10
菜	Taihu-Yam	10
菜	Sage per bundle	10

The prices necessarily vary from day to day and the Samsulair Board has no power to control.

G. A. Woodcock,
Secretary, Sanitary Board.

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convent, especially the little ones, opportu-

for useful occupation; for pieces of
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